

SUPPLEMENT
TO
FT NSR 8010-G

NEWBURGH & SOUTH SHORE RAILROAD, L.L.C.



**SUPPLEMENT 1
TO
FREIGHT TARIFF NSR 8010-G**

**NAMING RULES AND CHARGES GOVERNING DEMURRAGE,
MISCELLANEOUS SERVICES, LOCAL, JOINT AND PROPORTIONAL
SWITCHING BETWEEN STATIONS ON THE
NEWBURGH & SOUTH SHORE RAILROAD, L.L.C.
And Interchange Points With
CLEVELAND WORKS RAILWAY
CSX TRANSPORTATION, INC.
NORFOLK SOUTHERN RAILWAY COMPANY**

LOCAL AND SWITCHING TARIFF

This tariff is also applicable on intrastate traffic, except where expressly provided to the contrary in connection with particular rates and provisions contained herein.

ISSUED: July 15, 2010

EFFECTIVE: August 16, 2010

**AT
CLEVELAND, OH**

ISSUED BY

**Billie Johnson
General Manager
4200 East 71st Street
Cleveland, OH 44105**

SUPPLEMENT 1 TO FT NSR 8010-G

<p align="center">SECTION 1 CAR DEMURRAGE AND STORAGE RULES AND CHARGES</p>	<p align="center">SECTION 2 SWITCHING, LOCAL AND MISCELLANEOUS RULES AND CHARGES</p>
<p>ITEM 140-A [C]</p> <p align="center">NOTIFICATION TO NSR</p> <p>A. All forwarding instructions must be submitted to NSR using one of the Class I web sites or by making arrangements directly with third party logistics services providers to submit forwarding instructions on their behalf via a Class I web site or via EDI. NSR will accept forwarding instructions to its Customer Service Center via fax (1.877.336.8977) or via email (cscus@omnitrax.com), subject to a \$35.00 charge per faxed or emailed bill of lading. NSR reserves the right to reject as an unreasonable request for service, any "fax" or "email" forwarding instructions that are illegible, whether due to poor transmission quality, poor or illegible handwriting, or otherwise. NSR will not accept delivery of forwarding instructions by US Mail, express service, personal delivery, or otherwise. Charges for "fax" forwarding instructions do not apply to hazardous waste, United States Government shipments, or voids and corrections.</p> <p>B. Notwithstanding the foregoing, all empty release information must be submitted to NSR using ShipperConnect™. NSR will accept empty release information to its Customer Service Center via fax (1.877.336.8977) or via email (cscus@omnitrax.com), subject to a \$35.00 charge per faxed or emailed release.</p> <p>C. When electronic or mechanical devices are used to furnish forwarding instructions and/or empty release information to NSR, the recorded date and time that the instructions are received by NSR will govern.</p>	<p>ITEM 215-A [I]</p> <p align="center">SWITCHING AND HOLDING CHARGES ON CARS HELD FOR INSTRUCTIONS (Unless otherwise specifically provided, the following will apply)</p> <p>When on shipper's instructions loaded cars, or empty cars moving on own wheels, are removed from industry, shop or team tracks and are held by carrier awaiting forwarding instructions, a charge of \$350.00 per car will be assessed against the party responsible for furnishing the forwarding instructions. On loaded cars the charge will be assessed against the party physically loading the car and in whose name demurrage is maintained by this railroad. If cars are subsequently ordered returned to loaders tracks, the applicable switching charge will be assessed against the loader.</p> <p>When loaded cars, or empty cars moving on own wheels at tariff rates, are received from a connecting carrier and are held awaiting forwarding instructions, a holding charge of \$350.00 per car will be assessed against the party responsible for furnishing the forwarding instructions. If cars are subsequently ordered returned to a connecting carrier, the applicable switching charges will be assessed from and to the interchange with the connecting carrier, and will be in addition to the holding charge.</p> <p>The charges provided in this item are in addition to applicable demurrage and storage charges when applicable and will not be absorbed in whole or in part by NSR.</p>
	<p>ITEM 222-A [I]</p> <p align="center">CHARGE FOR RETURNED LOADS</p> <p>A charge of \$350.00 per car will be assessed on loaded cars released by industry, not yet interchanged beyond NSR, and subsequently ordered returned to point of origin by industry.</p>
<p>For explanation of terms and explanation of abbreviations and reference marks, see Item 99999, this tariff.</p>	